CHINO AIRPORT

Chapter One
INVENTORY

Inventory

The inventory of existing conditions is the initial step in the preparation of the airport master plan for Chino Airport. The inventory of existing conditions at Chino Airport provides an overview of the airport facilities, regional airspace, and air traffic control. Background information regarding the regional area is also collected and presented. This includes information regarding the airport's role in regional, state, and national aviation systems, surface transportation, and the socioeconomic profile.

Information on current airport facilities and utilization will serve as a basis, with additional analysis and data collection, for the development of forecasts of aviation activity and facility requirement determinations. The inventory of existing conditions is the first step in the complex process of determining those factors which will meet projected aviation demand in the community and region.

This data was obtained through on-site inspections of the airport, interviews with airport management, and various government agencies. Documents were provided by the Federal Aviation Administration (FAA), San Bernardino County, the City of Chino, and the City of Ontario also contributed to the inventory effort.

HISTORICAL PERSPECTIVE

Chino Airport was originally developed in the early 1940s as a civilian flight school to provide flight instruction to military personnel. Known as the Cal-Aero Academy, the original Chino Airport site comprised 375 acres, which

was purchased by the United States from the University of California. The Cal Aero Academy operated from 1940 to 1944, training over 12,000 pilots. Between 1940 and 1944, many of the existing airport facilities were constructed. This included the four "Dome" hangars, located north of Runway 8L-26R and barracks along Merrill Drive, which now support a number of aviation-related and non-aviation related companies. When closed in 1944, the airport site comprised 860 acres, having been expanded by 485 acres between 1940 and 1944.

Between 1944 and 1948, the airport site was used as a storage facility for surplus World War II aircraft. In 1948, the War Assets Administration transferred ownership of the entire airport site and buildings to San Bernardino County. Pacific Aeromotive Corporation leased the airport from San Bernardino County between 1950 and 1960. San Bernardino County opened Chino Airport to the public in July 1960.

RECENT DEVELOPMENT HISTORY

In cooperation with the FAA, San Bernardino County has made continual improvements to Chino Airport. **Table 1A** summarizes the major improvement projects at Chino Airport since 1982. Since 1982, nearly $57 million has been invested by the FAA at Chino Airport through the federal Airport Improvement Program (AIP).

AIRPORT ADMINISTRATION

Chino Airport is owned and operated by San Bernardino County. The San Bernardino County Airports Department provides for the operation, maintenance, and management of five other county-owned airports: Barstow-Daggett Airport, Needles Airport, Twentynine Palms Airport, and Baker Airport, and Apple Valley Airport. The Airports Department is part of the Economic Development and Pubic Services Group. A Director of Airports has responsibility for the overall management, operation, and maintenance of the six county airports. The daily management and operation of Chino Airport is the responsibility of the airport manager who reports directly to the Director of Airports. Airport staff includes an administrative assistant and maintenance staff.

The San Bernardino County Airports Commission has been established by the Board of Supervisors to provide recommendations on the operation and development of the county system of airports. The Airports Commission is comprised of seven members; one from each supervisory district, one member at-large from the Mountain-Desert area, and one member at-large from the San Bernardino Valley area. The members are appointed by the Board of Supervisors and must be citizens of San Bernardino County. Appointments are not to exceed four years in length, with staggered terms of office to ensure that no more than two-thirds of the terms expire in any one-year period.

TABLE 1A
Recent Development History/Federal Grant History

Grant Year	Project Description	Federal Grant
1982	Reconstruct Runway 3-21, Runway 8-26, North Portion of Taxiway C, Apron Area; Install Taxiway Signage, Pavement Markings, Tiedowns	$1,500,000
1983	Construct Apron, Reconstruct Taxiway F & Lighting, Relocated Windcone and Segmented Circle	$544,500
1983	Land Acquisition, Runway 26R Runway Protection Zone (Approximately 40 acres)	$1,000,000
1984	Land Acquisition, Runway 26R Runway Protection Zone (Approximately 40 acres)	$940,500
1985	Land Acquisition, Runway 21 & 26 Runway Protection Zones (Approximately 44 acres)	$1,000,000
1986	Land Acquisition, Runway 26 Runway Protection Zone (Approximately 36 acres)	$848,800
1988	Extend Runway 8L-26R and Taxiway D 1,000 Feet, Install High Intensity Runway Lighting & Medium Intensity Taxiway Lighting	$887,500
1989	Land Acquisition for Runway 8R-26L Development (Approximately 26 acres)	$2,140,300
1990	Land Acquisition for Runway 8R-26L Development (Approximately 33 acres)	$3,243,600
1991	Land Acquisition for Runway 8R-26L Development (Approximately 30 acres), Design Runway 8R-26L	$7,615,800
1992	Land Acquisition for Runway 8R-26L Development (Approximately 40 acres)	$3,686,700
1993	Construct Runway 8R-26L (Phase I)	$4,000,000
1994	Construct Runway 8R-26L (Phase II)	$2,192,700
1995	Construct Runway 8R-26L (Phase III)	$8,909,500
1996	Construct Runway 8R-26L (Phase IV)	$5,444,600
1997	Relocate Taxiway D, Apron Drainage Improvements	$1,900,000
1998	Reconstruct Taxiways B & G, Relocated Taxiway D, Groove Runway 8R-26L, Taxiway Marking and Lighting	$2,514,300
1999	Relocate D (Phase II)	$2,139,100
1999	Relocate Taxiway C, Including Marking and Lighting	$2,300,000

TABLE 1A (Continued)
Recent Development History/Federal Grant History

Grant Year	Project Description	Federal Grant
2000	Relocate Taxiway D (Phase III), Relocate Taxiway C (Phase II), Rehabilitate Taxiway B	$2,000,000
2001	Rehabilitate Runway 8L-26R, Construct Access Road (Phase I)	$2,000,000
Total		$56,807,900

AIRSIDE FACILITIES

Airport facilities can be functionally classified into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. Airside facilities include runways, taxiways, airport lighting, and navigational aids. Airside facilities at Chino Airport are identified on **Exhibit 1A**. **Table 1B** summarizes airside facility data.

TABLE 1B
Airside Facility Data

	Runway 3-21	Runway 8L-26R	Runway 8R-26L
Runway Length (feet) Runway Width (feet)	6,003 150	4,838 150	7,000 150
Runway Surface Material Condition	Asphalt Good	Asphalt Good	Asphalt Good
Runway Load Bearing Strength (pounds) Single Wheel Loading (SWL) Dual Wheel Loading (DWL) Dual Tandem Wheel Loading (DTWL)	 21,000 130,000 N/A	 12,000 N/A N/A	 75,000 150,000 215,000
Runway Lighting	Medium Intensity	High Intensity	Medium Intensity
Taxiway Lighting	Medium Intensity (No Lighting on Taxiways A and AA)		
Approach Aids	VASI-4L REIL (21)	VASI-4L (8L) PAPI-4L (26R)	PAPI-4L
Pavement Markings Condition	Nonprecision Good	Basic (8L) Precision (26R) Good	Nonprecision Good
Instrument Approach Procedures	ILS (26R) VOR/GPS-B		
Weather Aids	Automated Surface Observation System (ASOS) Segmented Circle Lighted Wind Cone		

RUNWAYS

The existing runway configuration at Chino Airport includes two parallel runways (Runway 8L-26R and Runway 8R-26L) intersected by a single runway (Runway 3-21). Runway 8R-26L, the longest runway at Chino Airport, is 7,000 feet long, 150 feet wide, and oriented in an east-west manner. Runway 8L-26R is parallel to Runway 8R-26L. The Runway 8L-26R centerline and Runway 8R-26L centerline are separated by 800 feet. Runway 8L-26R is 4,838 feet long and 150 feet wide. Runway 3-21 intersects both Runway 8R-26L and Runway 8L-26R and is 6,003 feet long, 150 feet wide, and is oriented in a northeast-southwest manner.

All runways are constructed of asphalt. Runway 8R-26L is planned to have a grooved surface, which promotes water drainage along the runway surface.

The Runway 8R, 8L, 3, and 26L ends have paved blast pads, which reduce the potential for soil erosion from aircraft exhaust or propellor blast as takeoff power is applied. These areas are not usable for landing or departures.

The running grade along Runway 8R-26L and Runway 8L-26R generally increases from west to east. The Runway 26L end elevation is 17 feet higher than the Runway 8R end elevation, resulting in an effective runway gradient of 0.24 percent. The Runway 26R end elevation is 19 feet higher than the Runway 8L end elevation, resulting in an effective runway gradient of 0.4 percent. The Runway 21 end elevation is 48 feet higher than the Runway 3 end elevation, resulting in an effective runway gradient of 0.8 percent.

Pavement strength ratings (load bearing capacity) is expressed in pounds according to the design of the aircraft landing gear. Single wheel loading (SWL) refers to the design of certain aircraft landing gear which have a single wheel on each main landing gear strut. Dual wheel loading (DWL) refers to the design of certain aircraft landing gear which have two wheels on each main landing gear strut. Dual tandem wheel loading (DTWL) refers to aircraft landing gear struts with a tandem set of dual wheels on each main landing gear strut. Runway 8R-26L has a pavement strength rating of 75,000 pounds SWL, 150,000 pounds DWL, and 215,000 pounds DTWL. Runway 8L-26R has a 12,000-pound SWL pavement strength rating. Runway 3-21 is rated at 21,000 pounds SWL, and 130,000 pounds DWL.

TAXIWAYS

The taxiway system at the airport is identified on **Exhibit 1A**. The taxiway development projects completed in 2001-2002 are also identified on the exhibit. This included relocating Taxiways C and D to 400 feet from the Runway 3-21 and Runway 8L-26R centerlines, respectively, and reconstructing portions of Taxiways B and G.

Following completion of the taxiway projects, each runway at Chino Airport is served by a full-length parallel taxiway. This includes Taxiway C (Runway 3-21), Taxiway D (Runway 8L-

26R), and Taxiway N (Runway 8R-26L). Taxiways C and D are 50 feet wide, while Taxiway N is 75 feet wide. Each taxiway will be located 400 feet from the runway centerline.

Taxiways L and M are partial parallel taxiways. Taxiway L is located 400 feet north of Runway 8R-26L and is 75 feet wide. Taxiway L has two noncontiguous sections. The first segment extends between Taxiways B and M; the second segment extends between Taxiway G and the Runway 26L end. Taxiway M is 75 feet wide and located 400 feet east of Runway 3-21. Taxiway M extends between Taxiway N and Taxiway L.

With the exception of Taxiway K, the remaining taxiways connect the landside apron areas with the airfield operational areas. Taxiways AA, A, and B extend between Apron Area A and Taxiway D. Taxiways AA and A are 40 feet wide, while Taxiway B is 50 feet wide. Taxiways E, F G, and J extend between Apron Area B and the airfield. Each of these taxiways is 50 feet wide. Taxiway K is 50 feet wide and extends between the Runway 8L and 8R ends.

Aircraft holding aprons are located along Taxiway K, Taxiway G (near the Runway 26R end), along Taxiway L (near the Runway 26L end), and at the Runway 3 and Runway 21 ends. Holding aprons allow an area for aircraft to prepare for departure off the taxiway, thus allowing aircraft ready for departure to pass and depart.

AIRFIELD LIGHTING

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized as follows.

Identification Lighting: The location of an airport at night is universally indicated by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The existing rotating beacon at Chino Airport is located along Merrill Avenue on the north side of the airport near the Runway 21 approach. The existing beacon is out-of-services due to regular failures. The County has an FAA grant to replace the beacon, perhaps relocating to the ATCT.

Pavement Edge Lighting: Pavement edge lighting utilizes light fixtures placed near the edge of the pavement to define the lateral limits of the pavement. This lighting is essential for safe operations during night and/or times of low visibility in order to maintain safe and efficient access to and from the runway and aircraft parking areas. Runway 3-21 and Runway 8R-26L are equipped with medium intensity runway lights (MIRL). Runway 8L-26R is equipped with high intensity runway lights (HIRL). All taxiways, with the exception of Taxiways AA and A, are equipped with medium intensity taxiway lighting (MITL).

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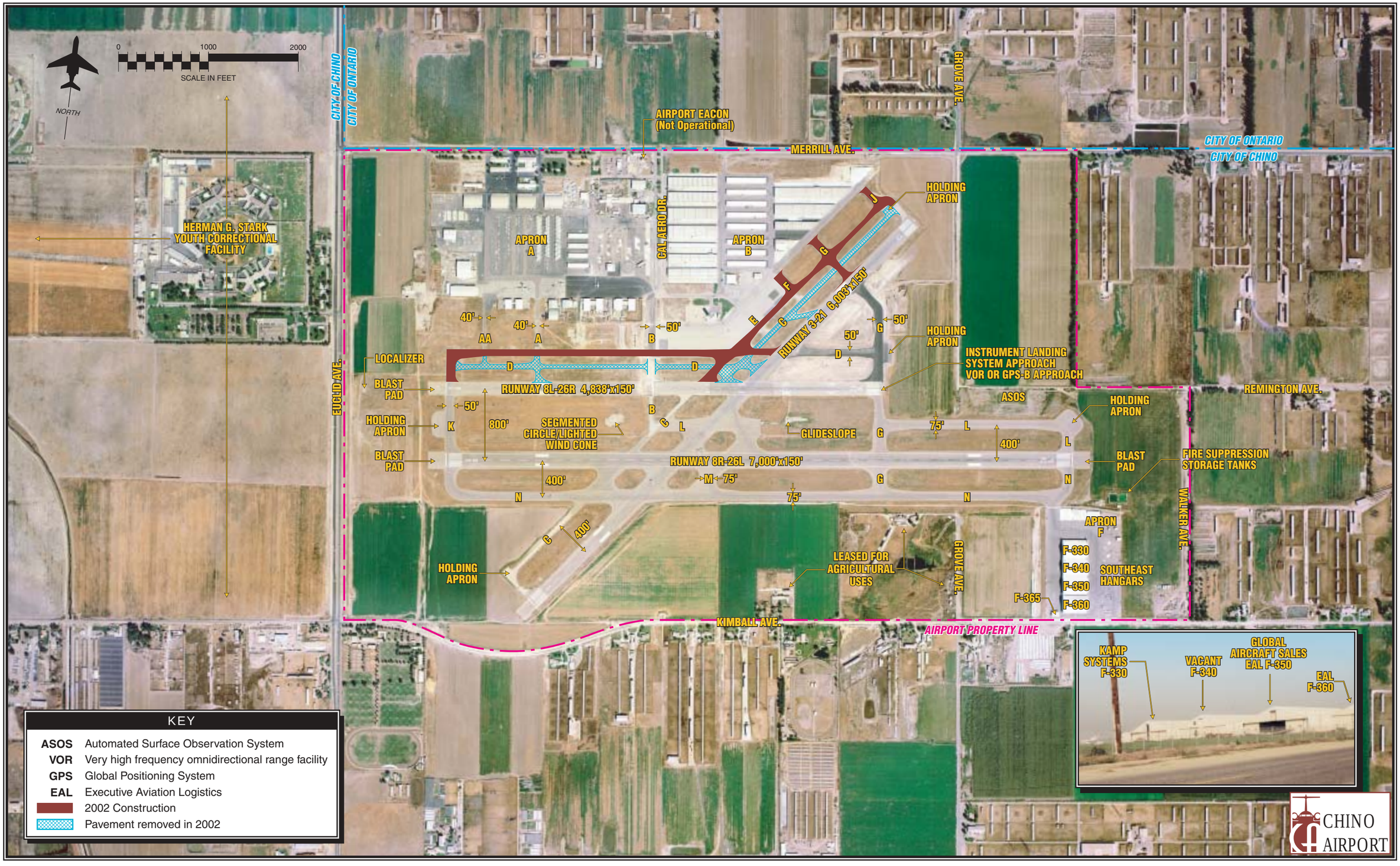


KEY

ASOS	Automated Surface Observation System
VOR	Very high frequency omnidirectional range facility
GPS	Global Positioning System
EAL	Executive Aviation Logistics
	2002 Construction
	Pavement removed in 2002

CHINO AIRPORT

Exhibit 1A
AIRSIDE FACILITIES

Visual Approach Lighting: To provide pilots with visual descent information during landings to the runway, visual glide slope indicators are commonly provided at airports. Two common types of visual glideslope indicators are installed at Chino Airport. A visual approach slope indicator (VASI) is installed at the Runway 3, 21, and 8L ends. A precision approach slope indicator (PAPI) is installed at the Runway 8R, 26L, and 26R ends. VASIs and PAPIs vary in configuration but generally consist of a configuration of lights near the runway threshold which enable pilots to determine whether they are above or below the designed descent path to the runway end.

Runway End Identification Lighting: Runway end identification lighting (REIL) provides rapid and positive identification of the approach end of the runway. The REIL system consists of two synchronized flashing lights, located laterally on each side of the runway threshold, facing the approaching aircraft. A REIL is installed at the Runway 21 end.

Airfield Signs: Airfield identification signs assist pilots in identifying their location on the airfield, hold positions, and direct pilots to their desired location. Lighted signs are installed at all taxiway and runway intersections.

Distance Remaining Signs: Distance remaining signs are installed on Runway 8R-26L. Distance remaining signs are located at 1,000-foot intervals from the end of the runway and give pilots an indication of the remaining runway length available when landing or departing.

Pilot-Controlled Lighting: A pilot-controlled lighting system (PCL) allows pilots to turn on and/or increase the intensity of the airfield lighting systems from the aircraft with the use of the aircraft's radio transmitter when the airport traffic control tower (ATCT) is closed. There is not an operational PCL system at the airport. While Runway 3-21 is equipped with a PCL system, the PCL system has not been commissioned.

PAVEMENT MARKINGS

Pavement markings aid in the movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. The precision markings on Runway 26R identify the runway centerline, designation, touchdown point, threshold, aircraft holding positions, and pavement edge. The nonprecision markings on Runway 3-21 and Runway 8R-26L identify the runway centerline, threshold, designation, and aircraft holding positions. Runway 8L is equipped with basic markings, which identify the runway centerline, designation, and aircraft holding positions.

Taxiway and apron centerline markings are provided to assist aircraft using these airport surfaces. Taxiway centerline markings assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway/taxilane edges. Pavement

markings also identify aircraft parking and aircraft holding positions.

HELIPAD

There is not a permanent helicopter landing area at Chino Airport. A temporary helipad has been established on the apron near the ATCT. A helipad was previously located north of Runway 8L-26R; however, it was removed to allow for the Taxiway C relocation.

Helicopter training operations are conducted east of Taxiway G, north of Runway 8L-26R.

WEATHER REPORTING

The airport is equipped with an automated surface observation system (ASOS). An ASOS is a suite of sensors, which measure, collect, and disseminate weather data. The sensors measure weather parameters such as wind speed and direction, temperature and dew point, visibility, cloud heights and types, precipitation, and barometric pressure. The Chino Airport ASOS is located north of Runway 8R-26L, east of the Runway 26L end.

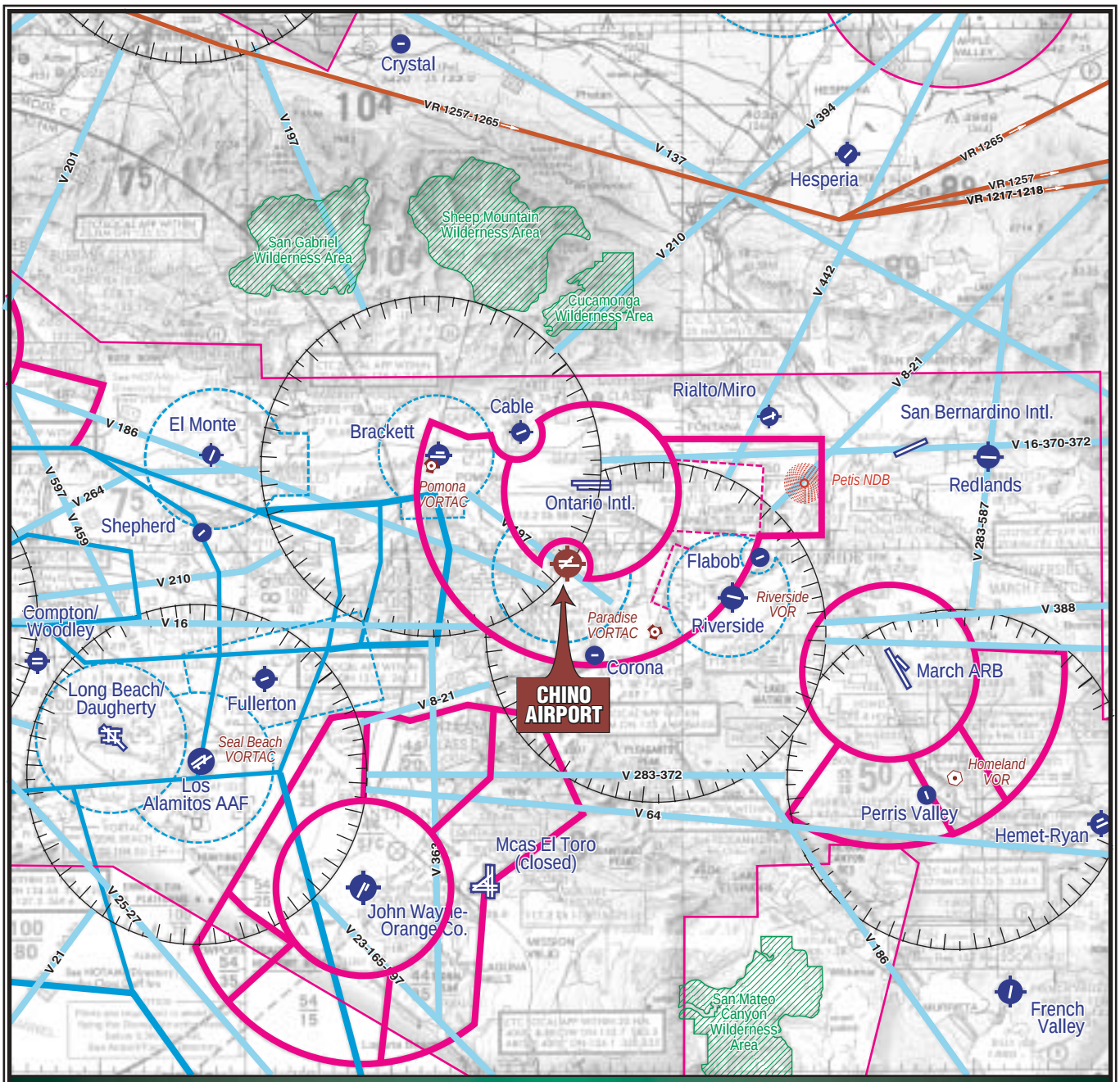
Chino Airport is also equipped with a lighted wind cone and segmented circle which provides pilots with information about wind conditions. A segmented circle provides traffic pattern information to pilots. The lighted wind cone and segmented circle are located between Runway 8L-26R and Runway 8R-26L, west of Taxiway B. Four additional wind cones, located near each runway end, supplement the primary lighted wind cone.

NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies which pilots of properly equipped aircraft translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to or from Chino Airport include the very high frequency omnidirectional range (VOR) facility, nondirectional beacon (NDB), global positioning system (GPS), and Loran-C.

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility to provide distance as well as direction information to the pilot. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. The Paradise VORTAC (located approximately seven nautical miles southeast) and Pomona VORTAC (located approximately 10 nautical miles northwest) can be used by pilots when navigating to or from Chino Airport. These facilities are identified on **Exhibit 1B**.

The NDB transmits nondirectional radio signals whereby the pilot of properly equipped aircraft can



LEGEND

- Airport with other than hard-surfaced runways
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- VOR
- VORTAC
- Non-Directional Radiobeacon (NDB)
- VOR-DME
- Compass Rose
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E Airspace with floor 700 ft. or greater above surface
- Military Training Routes
- Victor Airways
- Wilderness Areas

Source: Los Angeles Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration July 10, 2003

CHINO AIRPORT

Exhibit 1B
REGIONAL AIRSPACE AND AIRPORTS

determine the bearing to or from the NDB facility and then "home" or track to or from the station. Pilots flying to or from the airport can utilize the Petis NDB located approximately 15 nautical miles northeast of the airport as shown on **Exhibit 1B**.

Loran-C is a ground-based enroute navigational aid which utilizes a system of transmitters located in various locations across the continental United States. Loran-C varies from the VOR as pilots are not required to navigate using a specific facility (with the VOR, pilots must navigate to and from a specific VOR facility). With a properly equipped aircraft, pilots can navigate to any airport in the United States using Loran-C.

GPS is an additional navigational aid for pilots enroute to the airport. GPS was initially developed by the United States Department of Defense for military navigation around the world. Increasingly, GPS has been utilized more in civilian aircraft. GPS uses satellites placed in orbit around the globe to transmit electronic signals which pilots of properly equipped aircraft use to determine altitude, speed, and navigational information. Similar to Loran-C, pilots do not have to fly from one navigational aid to the next. This provides more freedom in flight planning and allows for more direct routing to the final destination. The FAA is proceeding with a program to gradually replace all traditional enroute navigational aids with GPS over the next 20 years.

INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures are a series of predetermined maneuvers established by the FAA using electronic navigational aids that assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. There are two published instrument approaches to Chino Airport: an Instrument Landing System (ILS) approach to Runway 26R and a VOR/GPS-B circling approach.

The Runway 26R ILS approach is a precision instrument approach which provides both vertical descent information and course guidance information to the pilot. In contrast, the VOR/GPS-B circling approach is a nonprecision approach, providing only course guidance information to the pilot.

The capability of an instrument is defined by the visibility and cloud ceiling minimums associated with the approach. Visibility minimums define the horizontal distance that the pilot must be able to see in order to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach. **Table 1C** summarizes instrument approach minima for Chino Airport.

VICINITY AIRSPACE

To ensure a safe and efficient airspace environment for all aspects of aviation, the FAA has established an airspace structure that regulates and establishes procedures for aircraft using the national airspace system. The U.S. airspace structure provides two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and G.

TABLE 1C
Instrument Approach Data

	WEATHER MINIMUMS BY AIRCRAFT TYPE					
	Category A/B		Category C		Category D	
	CH	VIS	CH	VIS	CH	VIS
ILS RUNWAY 26R APPROACH						
Straight-In ILS	200	.75	200	.75	200	.75
Localizer Only	500	1	500	1.25	500	1.5
Circling	600	1	600	1.5	600	2
VOR or GPS-B						
Circling [1]	900	1	900	2.5	600	2.75

Aircraft Categories are established on the approach speed of aircraft (1.3 times the stall speed in landing configuration) as follows:

Category A/B 0-120 knots (Cessna 172, Beechcraft Kingair)
Category C 121-140 knots (Canadair Challenger)
Category D 141-165 knots (Gulfstream IV)
CH -Cloud Height (in feet above ground level)
VIS - Visibility (in statute miles)
[1] For Category B Aircraft, visibility minimums are 1.25 miles

Source: U.S. Terminal Procedures

Class A airspace is controlled airspace and includes all airspace from 18,000 feet mean sea level (MSL) to Flight Level 600 (approximately 60,000 feet MSL). Class B airspace is controlled airspace surrounding high capacity commercial service airports (i.e., Los Angeles International Airport). Class C airspace is controlled airspace surrounding lower activity commercial service and some military airports (i.e. Ontario International Airport). Class D airspace is controlled airspace surrounding airports with an airport traffic control tower. All aircraft operating within Classes A, B, C, and D airspace must be in contact with the air traffic control facility responsible for that particular airspace. Class E is controlled airspace that encompasses all instrument approach procedures and low altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with air

traffic control when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communications with air traffic control facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Class G airspace is uncontrolled airspace that does not require contact with an air traffic control facility.

Airspace in the vicinity of Chino Airport is depicted on **Exhibit 1B**. Chino Airport is surrounded by Class D airspace. The Class D airspace begins at the surface and extends to 2,700 feet MSL. All aircraft operating within this Class D airspace are required to be in contact with the ATCT located on the airport. When the tower is closed, the Class D airspace reverts to Class E airspace.

Chino Airport is located within the Class C airspace surrounding Ontario International Airport. The inner ring of the Ontario International Airport airspace has been modified to provide for the Chino Airport Class D airspace. The inner ring of the Ontario Class C airspace begins at the surface and extends to 5,000 feet MSL. Chino Airport is located under the outer ring of the Ontario International Airport Class C airspace, which extends from 2,700 feet MSL to 5,000 feet MSL.

The airspace outside the Chino Airport Class D airspace and Ontario International Airport Class C airspace is Class E airspace extending from 700 feet above ground level (AGL) to 18,000 feet MSL. This Class E airspace also surrounds the low altitude federal (Victor) airways in the region. Victor airways are corridors of airspace eight miles wide that extend upward from 1,200 feet AGL to 18,000 feet MSL, and extend between VOR navigational facilities. The Victor airways in the vicinity of the airport emanate from the Homeland VOR and Paradise, Pomona, and Seal Beach VORTACs.

While not considered part of the U.S. airspace structure, the boundaries of National Park Service areas and U.S. Forest and Primitive areas are noted on aeronautical charts. While aircraft operations are not specifically restricted over these areas, aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface. **Exhibit 1B** depicts the boundaries of these areas near Chino Airport.

LOCAL OPERATING PROCEDURES

Chino Airport is situated at 652 feet MSL. The traffic pattern altitude for all aircraft at the airport is 750 feet above the airfield elevation (1,402 feet MSL). Aircraft landing Runways 3, 8L, and 8R follow a right-hand traffic pattern. In this manner, aircraft approach the desired runway end following a series of right-hand turns. A left-hand traffic pattern has been established for Runways 21, 26L, and 26R. By providing for these "nonstandard" traffic patterns, aircraft traffic operating on the parallel runway system is maintained south of Merrill Avenue. Aircraft operating on Runway 3-21 remain southeast of the airport.

These patterns ensure that aircraft operating at Chino Airport do not enter the inner ring of the Class C airspace for Ontario International Airport. A voluntary noise abatement program at the airport requests that pilots avoid noise sensitive areas to the west and southwest.

AIR TRAFFIC CONTROL

The Chino Airport ATCT controls aircraft operating within Class D airspace that surrounds Chino Airport and on the airfield operational areas. The Chino ATCT is located north of Runway 8L-26R, east of Taxiway B. The FAA operates the Chino ATCT daily from 7:00 a.m. to 9:00 p.m.

All aircraft operating within the Class C airspace for Ontario International Airport are controlled by SOCAL approach control. SOCAL approach control is responsible for much of the airspace in the Los Angeles area and provides participating pilots with altitude, aircraft separation, and route guidance information. Enroute air traffic control services are provided through the Los Angeles Air Route Traffic Control Center (ARTCC).

LANDSIDE FACILITIES

The landside category includes those facilities necessary to provide a safe transition from surface to air transportation and support aircraft servicing, storage, maintenance, and operational safety. These facilities typically include aircraft storage/ maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, roadway access, and aircraft rescue and firefighting.

Landside facilities are shown on **Exhibit 1C** and **Exhibit 1D**. **Exhibit 1C** depicts the facilities located west of Cal Aero Drive in the area commonly referred to as Apron Area A. **Exhibit 1D** depicts the facilities located east of Cal Aero Drive in the area commonly referred to as Apron Area B. The facilities along Apron Area F (the area south of Runway 8R-26L) were previously shown on **Exhibit 1A**. **Tables 1D**, **1E**, and **1F** summarize landside facility data by building number, which corresponds with the buildings identified on the exhibits. The tables summarize building size (in square feet), tenant(s), and use.

AIRCRAFT HANGARS

There are approximately 45 separate hangar buildings at Chino Airport, totaling approximately 1,295,700 square feet as shown in **Table 1G**. Hangar space at Chino Airport is comprised of conventional (clear span) hangars, T-hangars, and Port-a-Port hangars. Conventional hangars provide a large, open space free from roof support structures which typically have the capability to accommodate several aircraft simultaneously. T-hangars/ executive hangars provide for separate hangar facilities within a larger contiguous facility. Port-a-Port is a trade name for a specific type of hangar facility which is portable by design. A Port-a-Port hangar is constructed in three sections and provides storage for

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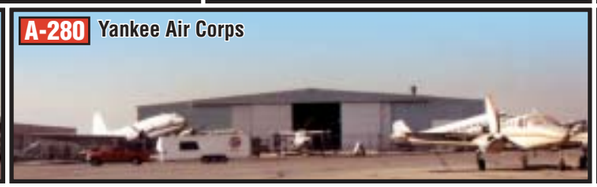

Exhibit 1C
WEST LANDSIDE FACILITIES

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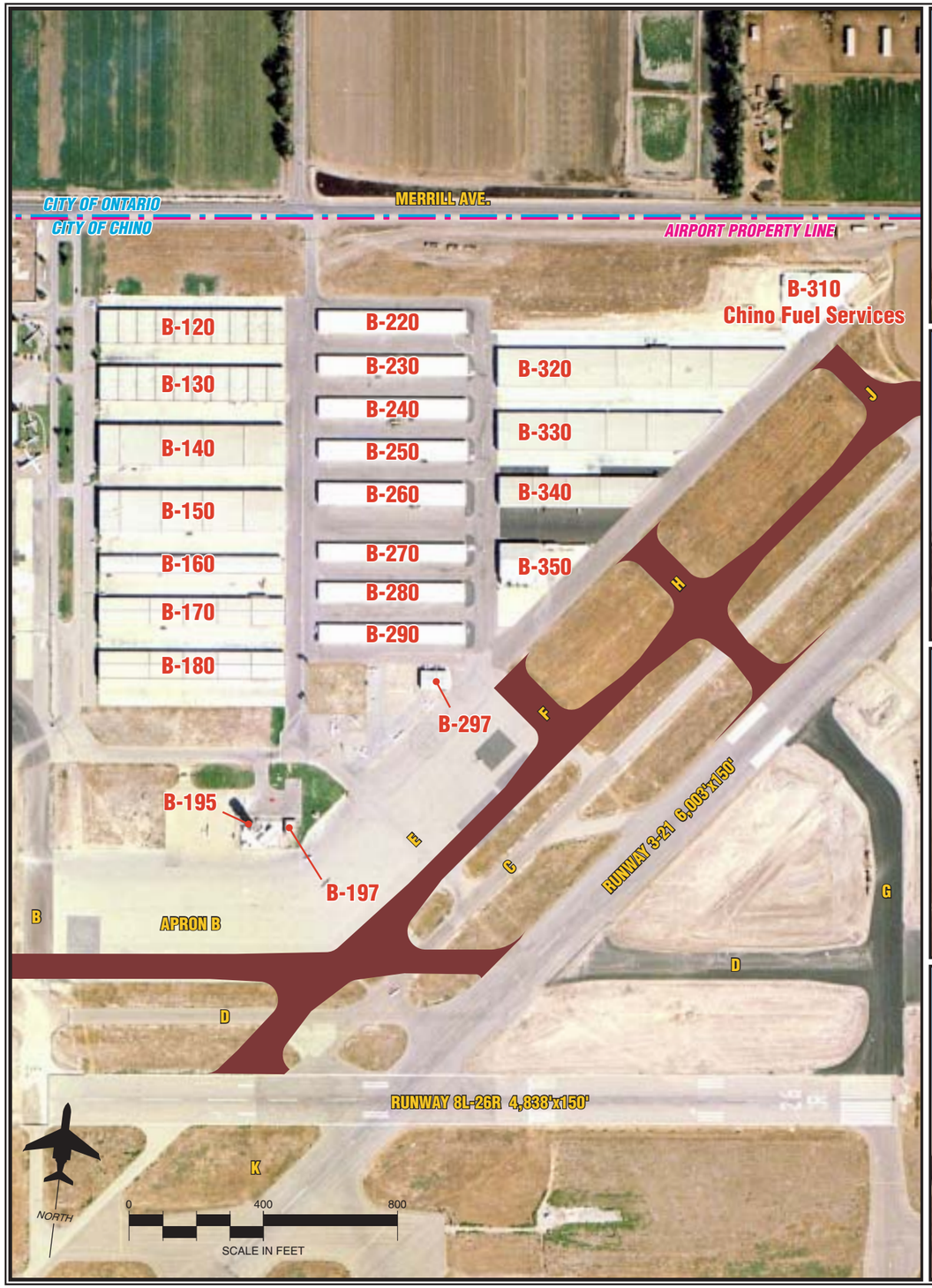
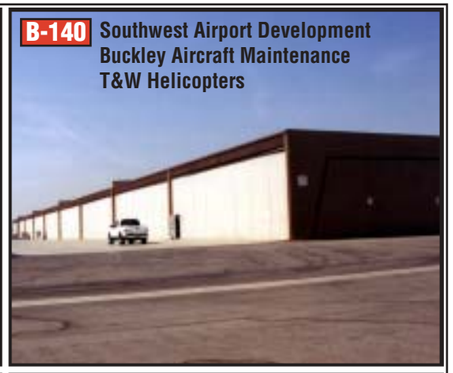


B-120 Southwest Airport Development
K-M Enterprises
Chino Aircraft Interiors
Zemlock Helicopters
Pineapple Propellors
KAA
Pioneer Aero Services
Vintage Aeroplane

B-130 Southwest Airport Development
Stearman Flight Center

B-140 Southwest Airport Development
Buckley Aircraft Maintenance
T&W Helicopters



B-150 Southwest Airport Development

B-160 Southwest Airport Development

B-220 to B-290
Typical County-Owned T-Hangar

B-320 Eagle's Nest 4

B-330 Eagle's Nest 3

B-340 Klein-Montjoy T-Hangars

B-350 Cal Aero Jet Center

B-197 Electrical Vault

B-197
Airport Traffic
Control Tower

Exhibit 1D
EAST LANDSIDE FACILITIES

TABLE 1D
Facility and Tenant Summary
West Landside Facilities (Apron Area A)

Building Number	Square Feet	Tenant	Use
A-220	7,200	Pleasant Feed Supplements	Non-aviation, agricultural services
A-230	30,800	San Bernardino County Alliance International Aviation Inland Valley Aviation	Airport administration Flight training, aircraft rentals, pilot supplies, pilot lounge Aircraft maintenance, aircraft modifications
A-245	13,400	Klassic Interiors	Aircraft interior repair/modifications
A-270	27,900	Yankee Air Corps	Aircraft museum
A-280	31,200 5,000	Yankee Air Corps Yankee Air Corps	Aircraft museum Aircraft museum administration/office space
A-305	13,500	Chino Airport Lounge Collector Distributers Quality Grain Pleasant Feed Supplements	Non-aviation, restaurant Aviation accessories Non-aviation, agricultural services Non-aviation, agricultural services
A-310	28,700[1]	Cal By-Products Crandallrama Ezell Sales, Inc. So. Co. Dairy Herders	Non-aviation, agricultural services Non-aviation, agricultural services Non-aviation, agricultural services Non-aviation, agricultural services
A-315	11,200	Civil Air Patrol Flo's Café R/B Livestock Veterinary Pharmaceutical	Aviation organization Non-aviation, restaurant Non-aviation, agricultural services Non-aviation, agricultural services
A-320	28,700[1]	Southern California Dairy Equipment Verhoeven Grain Company	Non-aviation, agricultural services Non-aviation, agricultural services
A-330	8,400 1,900	Chino Fire Station #3 Chino Fire Station #3	Emergency services Office/administration space
A-335	31,200	Aero Restoration Cabe's Aviation E.B.'s Custom Interiors Roger's Aviation Victory Aero Service	Aircraft/aviation services Aircraft/aviation services Aircraft interior repair/modification Flight training, aircraft rentals, sightseeing tours/ rides/Pilot Aircraft/aviation services
A-340	31,200	Aerial Enterprises International Machinery Rebuilding	Aircraft/aviation services Aircraft/aviation services
A-385	18,200[2]	Aircraft Spruce Avionics	Avionics service, repair, sales
A-390	18,200[2]	Monarch Aircraft Newport/Signal Air, Inc.	Aircraft/aviation services Aircraft/aviation services
A-435	33,200	Experimental Aircraft Association Makarion Institute of Aeronautics	Aircraft/aviation services Aircraft/aviation services
A-437	N/A	Public Park/Restroom Facilities	Recreational
A-440	5,200	Century Aircraft Painting	Aircraft painting/finishing
A-445	60,600[3]	Lancair, Inc. (Port-a-Port Hangars)	Aircraft storage
A-460	11,500	County-owned T-hangar (12 units)	Aircraft storage
A-465	11,500	County-owned T-hangar (12 units)	Aircraft storage

TABLE 1D (Continued)
Facility and Tenant Summary
West Landside Facilities (Apron Area A)

Building Number	Square Feet	Tenant	Use
A-470	11,500	County-owned T-hangar (12 units)	Aircraft storage
A-475	11,900	County-owned T-hangar (12 units)	Aircraft storage
A-480	8,900	Military Aircraft Restoration Corp.	Aircraft maintenance, aircraft modifications
A-485	11,900	Military Aircraft Restoration Corp.	Aircraft maintenance, aircraft modifications
A-490	11,900	Military Aircraft Restoration Corp.	Aircraft maintenance, aircraft modifications
A-495	24,500	Aero Trader	Aircraft maintenance, aircraft modifications
A-503	1,400	Vacant	Residential home to be converted to office
A-505	N/A	San Bernardino County Road Dept.	Equipment storage
A-510	N/A	Planes of Fame leasehold	Existing buildings to be removed
A-515	25,900	Planes of Fame	Aircraft museum
A-520	15,500	Planes of Fame	Aircraft museum
A-530	15,500	Planes of Fame	Aircraft museum
A-532	15,500	Planes of Fame	Aircraft museum
A-545	8,100	Corona Aero Refinishers	Aircraft painting/finishing
A-550	2,500	Makarion Institute of Aeronautics	Flight training
A-555	24,500[4]	Square One Aviation	Aircraft maintenance, aircraft modifications
A-560	24,500[4]	Square One Aviation	Aircraft maintenance, aircraft modifications

[1] represents Building 310 and Building 320 combined area
[2] represents Building 385 and Building 390 combined area
[3] represents combined Port-a-Port hangar area
[4] represents Building 555 and Building 560 combined area

one aircraft. Port-a-Port hangars are typically placed adjacent to each other in a row.

Conventional hangar space at Chino Airport totals approximately 651,000 square feet in 25 separate structures. This includes approximately 175,800 square feet of hangar space utilized by the air museums. The remaining 475,200 square feet are occupied by businesses providing general aviation services at the airport.

There are 20 separate T-hangar/ executive hangar buildings on the airport, providing approximately 436 separate hangar spaces. T-hangar/ executive hangar space totals approximately 702,100 square feet. The 66 Port-a-Port hangars located on the airport encompass approximately 60,600 square feet.

TABLE 1E
Facility and Tenant Summary
East Landside Facilities (Apron Area B)

Building Number	Square Feet	Tenant	Use
B-120	55,100	Southwest Airport Development (Owner) K-M Enterprises Chino Aircraft Interiors Zemlock Helicopters Pineapple Propellor KAA Pioneer Aero Services Vintage Aeroplane	Aircraft storage Aircraft/aviation services Aircraft interior repair/modification Flight training, rentals Aircraft repair, modification Aircraft/aviation services Aircraft/aviation services Aircraft/aviation services
B-130	55,100	Southwest Airport Development (Owner) Stearman Flight Center	Aircraft storage Aircraft/aviation services
B-140	67,800	Southwest Airport Development (Owner) Buckley Aircraft Maintenance T&W Helicopters	Aircraft storage Aircraft hangar leasing Aircraft hangar leasing
B-150	67,800	Southwest Airport Development (Owner)	Aircraft storage
B-160	28,100	Southwest Airport Development (Owner)	Aircraft storage
B-170	44,600	Eagle's Nest 1	Aircraft storage
B-180	44,700	Eagle's Nest 2	Aircraft storage
B-195	7,920	Federal Aviation Administration	Air Traffic Control Tower
B-197	N/A	Electrical Vault	N/A
B-220	26,500	County-owned T-hangar (22 units)	Aircraft storage
B-230	23,100	County-owned T-hangar (22 units)	Aircraft storage
B-240	22,900	County-owned T-hangar (22 units)	Aircraft storage
B-250	23,100	County-owned T-hangar (22 units)	Aircraft storage
B-260	26,000	County-owned T-hangar (22 units)	Aircraft storage
B-270	21,400	County-owned T-hangar (22 units)	Aircraft storage
B-280	22,300	County-owned T-hangar (22 units)	Aircraft storage
B-290	22,300	County-owned T-hangar (22 units)	Aircraft storage
B-297	4,100	Chino Support Services	Aircraft/aviation services
B-310	N/A	Chino Fuel Services	Aircraft/aviation services
B-320	89,800	Eagle's Nest 4	Aircraft storage
B-330	68,600	Eagle's Nest 3	Aircraft storage
B-340	36,300	Klein-Montjoy T-hangar (17 units)	Aircraft storage
B-350	15,000	Cal Aero Jet Center	Aircraft/aviation services

TABLE 1F
Facility and Tenant Summary
Southeast Landside Facilities (Apron Area F)

Building Number	Square Feet	Tenant	Use
F-330	57,500	KAMP Systems	Aircraft/aviation services
F-340	57,500	Vacant	Aircraft storage/maintenance hangar
F-350	57,500	Global Aircraft Sales Executive Aviation Logistics (EAL)	Aircraft/aviation services Aircraft/aviation services
F-360	57,500	EAL	Aircraft/aviation services
F-365	4,200	Vacant	Storage

TABLE 1G
Hangar Area Summary (square feet)

T-hangar/Port-a-Port/Executive Hangars	762,700
Museum	172,800
Conventional Hangars	475,200
Total All Hangars	1,295,700

AIRCRAFT PARKING APRON

An apron area includes space for aircraft tiedown, aircraft parking, and taxilane access to hangar facilities. At Chino Airport, there are three major aircraft parking aprons, totaling approximately 377,100 square yards. There are approximately 220 aircraft tiedown spaces at the airport.

Apron Area A is located west of Cal Aero Drive, north of Runway 8L-26R. This apron area totals approximately 242,000 square yards and provides approximately 140 tiedown spaces. Apron Area B is located east of Cal Aero Drive along Taxiways C and D. This apron area totals approximately 60,300 square yards and provides approximately 80 tiedown locations. A portion of this apron and tiedowns will be lost as Taxiways C and D are relocated. Apron Area F is located south of Runway 8R-26L and totals approximately 74,900 square yards. There are no designated tiedown locations as this area was designed for large aircraft movement and parking.

EMERGENCY SERVICES

The Chino Valley Fire District provides emergency services for Chino Airport and the surrounding areas. Service is provided by Station #3, which is located

on the airport, south of Merrill Avenue. Service is limited to a municipal level of fire protection and paramedic service. Firefighting equipment includes a structural firefighting unit carrying 15 gallons (3% concentrate) of aqueous film forming foam (AFFF) and 750 gallons of water. The county has provided the fire district with a rapid intervention vehicle (RIV) with Purple K and AFFF (pre-mixed). Station #3 has a four-person crew. Additional district stations respond to Chino Airport with mutual aid available from the City of Ontario.

FUEL FACILITIES

Fuel storage capability at Chino Airport totals approximately 73,000 gallons. Chino Fuel Services maintains 10,000 gallons of 100LL fuel storage. Cal Aero Jet Center maintains 12,000 gallons of Jet-A fuel storage. San Bernardino County owns three 12,000-gallon fuel storage tanks. These tanks are currently not in use. EAL maintains 5,000 gallons of Jet-A fuel storage.

FENCING

Six-foot tall chain link fencing surrounds the airport boundary and operational areas. The chain link fencing is topped with three-strand barbed wire. Public access to the aircraft operational areas are restricted by an automated gate which requires a secure code to open. An airport tenant can open the gate remotely. While the airport has five automated gates, only the gate located at the end of Cal Aero Drive is operational. The other gates were closed in September 2001 to increase airfield security.

UTILITIES

Electrical service is provided by Edison International. Water and sewer needs are provided by the City of Chino. Southern California Gas Company provides natural gas. Telephone services are provided by Verizon.

GENERAL AVIATION SERVICES

A full range of aviation services are available at Chino Airport. This includes, but is not limited to, aircraft rental, flight training, aircraft maintenance, aircraft charter, and aircraft fueling. The companies providing general aviation services are summarized on **Tables 1D**, **1E**, and **1F**.

COMMUNITY PROFILE

This section brings together individual studies and data to provide an understanding of the characteristics of the local area. Within this section is a historical summary of the local economy and demographics, a description of the ground access system near the airport, competitive transportation modes, existing and planned land use, and the local climate.

REGIONAL SETTING, ACCESS, AND TRANSPORTATION

As depicted on **Exhibit 1E**, Chino Airport is located in the far southwestern portion of San Bernardino County in the City of Chino, adjacent to

the City of Ontario. Riverside County borders San Bernardino County to the east.

Interstate Highway 15 and State Highways 60 (Pomona Freeway), 71 (Corona Freeway), 83, and 91 provide primary highway access for the region. Chino Airport is accessed via Euclid Avenue, which connects with State Highway 60 to the north and State Highway 91 to the south (via the Corona Freeway).

Regional bus transit is provided by Omnitrans, which operates transit systems within most San Bernardino County jurisdictions and some communities in Riverside County. Metrolink, the only commuter rail service in the area, is provided by the Southern California Regional Rail Authority. This service operates primarily during peak hours and connects the Downtown Riverside Station with the Downtown Los Angeles Station using the Union Pacific rail line. One of the intermediate stations along this route is the East Ontario Station. Cargo rail service and passenger rail service are also available in the region.

REGIONAL AIRPORTS

A review of the airports within 20 nautical miles of Chino Airport has been made to identify and distinguish the type of air service provided in the area surrounding the airport. The locations of these airports were previously illustrated on **Exhibit 1B**. Information pertaining to each airport was obtained from FAA records.

Corona Municipal Airport is located approximately five nautical miles south of Chino Airport. A single runway (3,200 feet long) is available for use. An estimated 380 aircraft are based at the airport. Corona Municipal Airport is uncontrolled and has one published instrument approach procedure. A full range of general aviation services are available at Corona Municipal Airport.

Ontario International Airport is located approximately five nautical miles north-northeast of Chino Airport. Although the airport's primary role is to provide commercial air service to the area, the airport also serves general aviation activity. Ontario International Airport has a parallel runway system, with the longest runway being 12,198 feet long. The airport is equipped with an ATCT and nine published instrument approaches. There are approximately 27 aircraft based at the airport, including nine jet aircraft. A full range of general aviation services are available at Ontario International Airport.

Cable Airport is located approximately nine nautical miles northwest of Chino Airport in Upland, California. A single runway (3,865 feet long) is available for use. The airport is uncontrolled and has no published instrument approach procedures. Approximately 360 aircraft are based at Cable Airport. A full range of general aviation services are available at the airport.

Riverside Municipal Airport is located approximately 10 nautical miles southeast of Chino Airport. The longest runway is 5,401 feet long. The airport is equipped with an ATCT and four

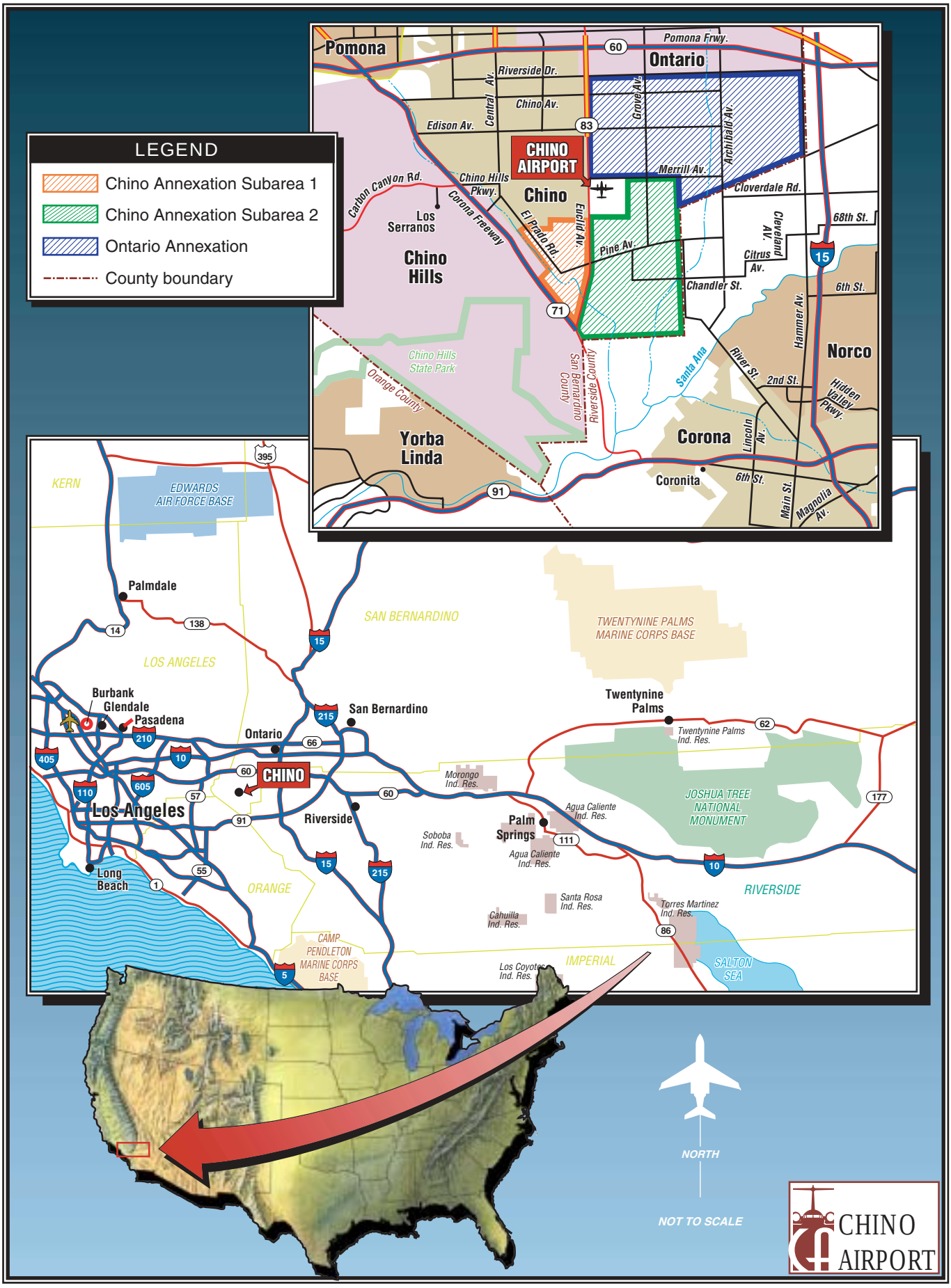


Exhibit 1E
LOCATION MAP

published instrument approaches, including an ILS approach to Runway 9. There are approximately 235 aircraft based at the airport. A full range of general aviation services are available at Riverside Municipal Airport.

Brackett Field is located approximately 10 nautical miles northwest of Chino Airport in La Verne, California. Brackett Field provides a parallel runway system. The longest runway is 4,839 feet long. Brackett Field is equipped with an ATCT and two published instrument approaches including an ILS approach to Runway 26L. Approximately 482 aircraft are based at Brackett Field. A full range of general aviation services are available at the airport.

Flabob Airport is privately-owned and is located approximately 11 nautical miles east of Chino Airport. A single runway (3,200 feet long) is available for use. Flabob Airport does not have a control tower and there are no published instrument approach procedures. There are approximately 200 aircraft based at the airport.

Rialto Municipal Airport - Micro Field is located approximately 15 nautical miles northeast of Chino Airport. The airport has an intersecting runway configuration, with the longest runway being 4,500 feet long. Rialto Municipal Airport is an uncontrolled airport and has one published instrument approach procedure. Approximately 285 aircraft are based at the airport. A full range of general aviation services are available at Rialto Municipal Airport.

Fullerton Municipal Airport is located approximately 18 nautical miles west-southwest of Chino Airport. A single runway (3,121 feet long) is available for use. The airport is equipped with an ATCT and one published instrument approach procedure. Approximately 380 aircraft are based at Fullerton Municipal Airport. A full range of general aviation services are available at the airport.

THE AIRPORT'S SYSTEM ROLE

Airport planning exists on many levels: local, regional, state, and national. Each level has a different emphasis and purpose. An airport master plan is the primary local airport planning document. The previous master plan for Chino Airport was completed in 1986. Principal recommendations of the master plan included acquiring property to extend Runway 8L-26R to 5,000 feet, construct Runway 8R-26L, and relocate the ILS to new Runway 26L.

At the national level, Chino Airport is included in the *National Plan of Integrated Airport Systems (NPIAS).* The NPIAS includes a total of 3,489 airports (both existing and proposed) which identifies airports, together with the airport development necessary to anticipate and meet the present and future requirements in support of civil, national defense, and postal service needs. An airport must be included in the NPIAS to be eligible for federal grant-in-aid assistance. Chino Airport is one of 43 reliever airports for the State of California included in the

NPIAS. Reliever airports are specially designated general aviation airports intended to reduce congestion at large commercial service airports.

At the state level, Chino Airport is included in the *California State Aviation System Plan (SASP).* The purpose of the SASP is to ensure that the state has an adequate and efficient system of airports to serve its aviation needs well into the future. The SASP defines the specific role of each airport in the state's aviation system and establishes funding needs.

Regionally, the airport is included in the *Southern California Association of Governments (SCAG) General Aviation Study.* The primary objectives of the study were to identify and forecast general aviation trends in the region, gain a better understanding of the role of general aviation airports in the region, identify capital needs, and develop strategies for improving the financial condition of general aviation airports in the region. Chino Airport is one of 53 airports considered in the General Aviation Study. The full study was completed in 1996. Operational data was updated in 1999 and will be summarized in Chapter Two, Aviation Demand Forecasts.

AREA LAND USE

The land uses near Chino Airport are planned to change dramatically through the planning period of this master plan. In general, the predominantly agricultural land uses which currently surround the airport to the north, south, and east are planned to change to residential, commercial, and industrial uses.

The airport is surrounded to the north, south, and east by a 15,500-acre dairy preserve known as the Chino Valley Dairy Preserve. The City of Chino and City of Ontario are in the process of annexing portions of the dairy preserve. A 7,260-acre portion of the preserve is being annexed by the City of Chino. This primarily includes the area to the south of the airport. The City of Chino has annexed a 1,810-acre portion of the Preserve, commonly referred to as Subarea 1. Subarea 1 includes property west of Euclid Avenue. The City of Chino Subarea 2 comprises approximately 5,435 acres located east of Euclid Avenue to the county border. The remaining portion of the preserve, which covers approximately 8,200 acres, is being annexed by the City of Ontario. This includes the property north of Merrill Avenue.

Table 1H summarizes existing land use and future land use plans for these areas.

City of Chino - Subarea 1

The City of Chino - Subarea 1, depicted on **Exhibit 1F**, encompasses approximately 1,810 acres southwest of the airport. Approximately 50 percent of Subarea 1 currently consists of dairy farming with associated residences and agricultural activities. Approximately 25 percent of the existing land use is recreational. The El Prado Golf Course and Prado Tiro Shooting Range are

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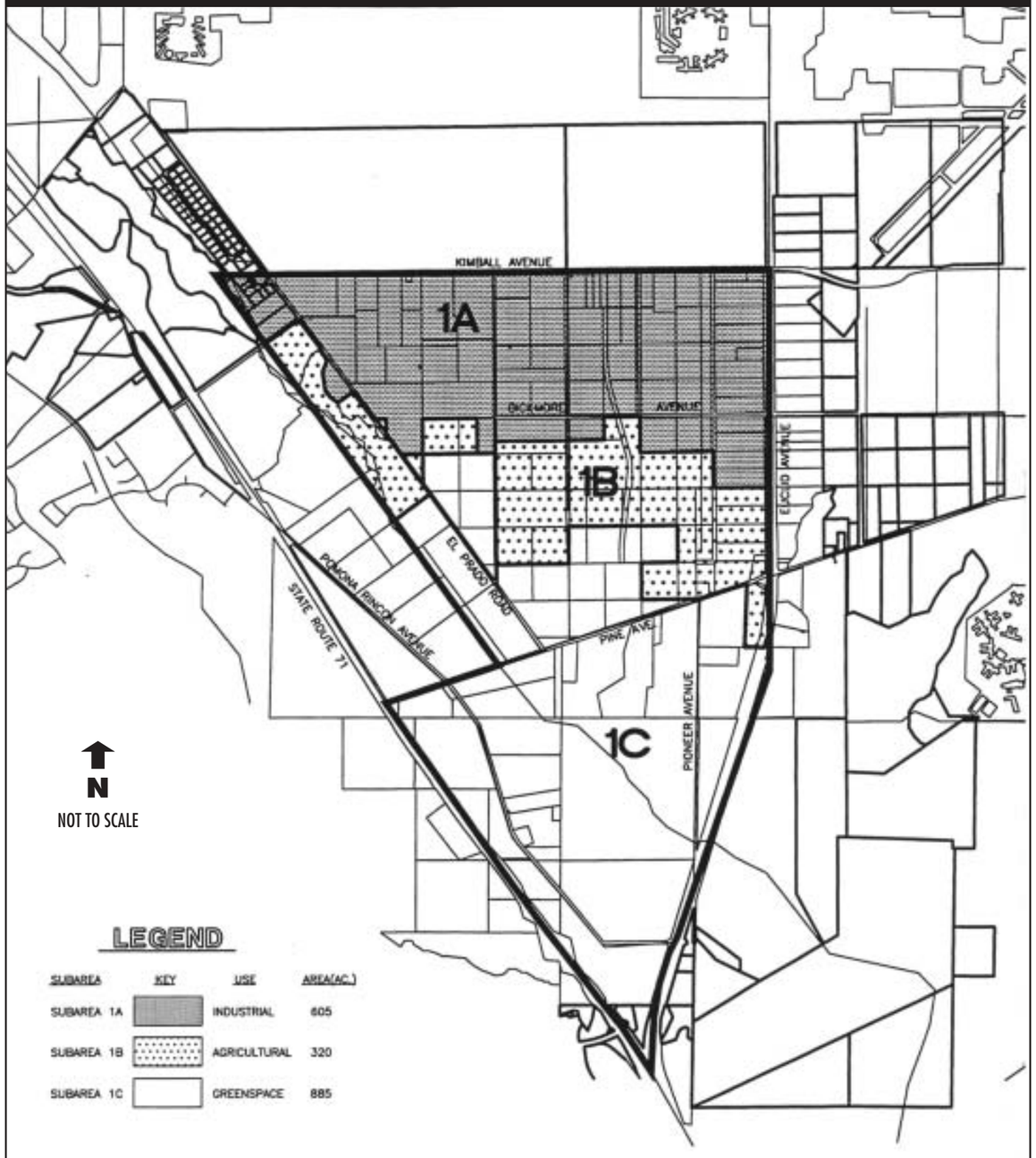
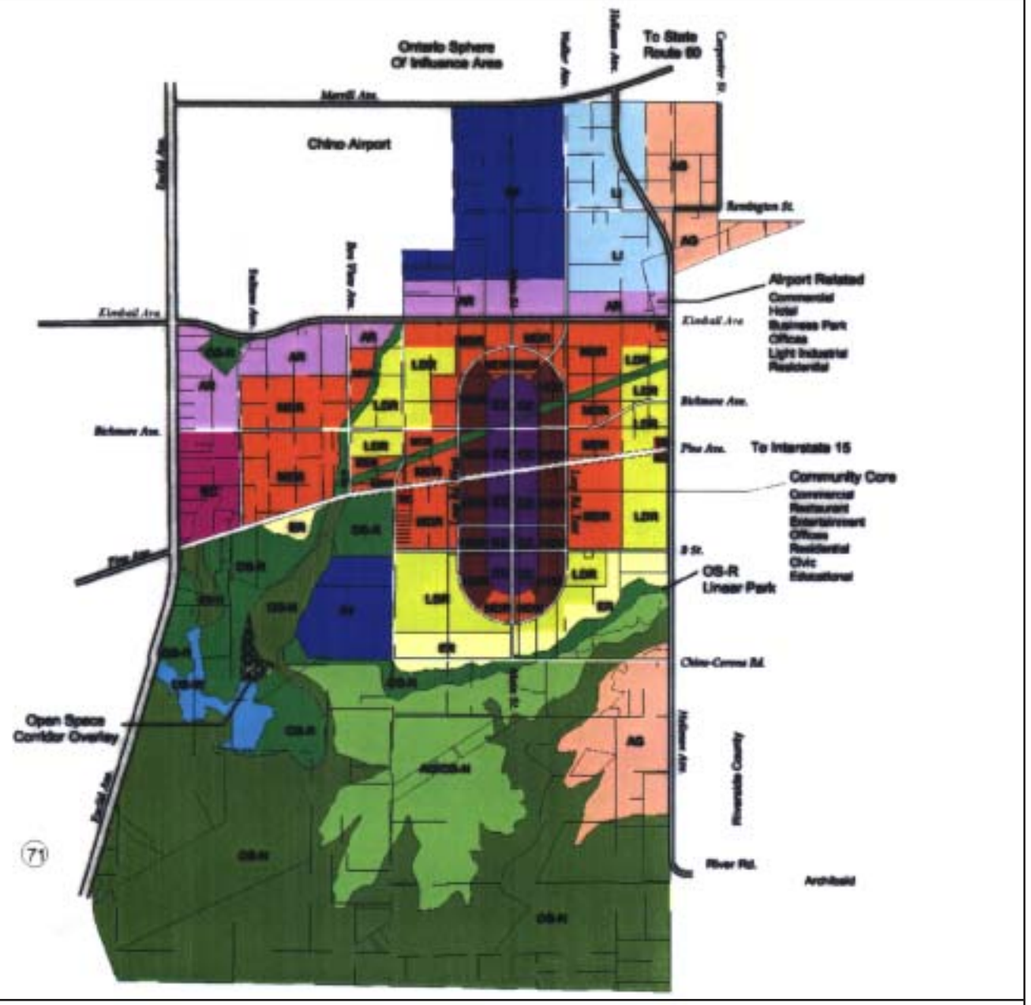
CHINO SPHERE OF INFLUENCE - SUBAREA 1



Source: Chino Valley Dairy Preserve Draft Tiered Environmental Impact Report, February 1998.

CHINO SPHERE OF INFLUENCE - SUBAREA 2



Residential

120.9 ac	ER	Estate Residential (2du/ac)
319.5 ac	LDR	Low Density Residential (3 - 5 du/ac)
576.0 ac	MDR	Medium High Density Residential (10 du/ac)
151.0 ac	HDR	High Density Residential (16 du/ac)
1,167.4 ac	Total	

Business

18.5 ac	NC	Neighborhood Commercial (.25 FAR)
86.1 ac	RC	Regional Commercial (.25 FAR)
263.1 ac	AR	Airport Related (.35 FAR)
211.7 ac	LI	Light Industrial (.65 FAR)
569.4 ac	Total	

Open Space

61.6 ac	OS-W	Open Space Water
1,639.8 ac	OS-N	Open Space Natural
409.0 ac	OS-R	Open Space Recreational
13.5 ac	OS-CO	Open Space Corridor Overlay
518.3 ac	AG/OS-N	Agricultural and Open Space Natural
344.4 ac	AG	Agricultural
2986.6 ac	Total	

Other

394.9 ac	PF	Public Facility
125.7 ac	CC	Community Core
191.4 ac	RD	Roads
711.9 ac	Total	

Total Acreage: 5,435.3 ac

N

Source: The Preserve, Chino Sphere of Influence Draft Environmental Impact Report, September 2001.

CHINO AIRPORT

Exhibit 1F
FUTURE GENERALIZED LAND USE
CITY OF CHINO SPHERE OF INFLUENCE

located in the central and southern portions of Subarea 1. About 20 percent of this area is considered roads and open space. The remaining five percent is industrial use, including a wastewater treatment facility and the manufacturing of fertilizers.

TABLE 1H
Existing and Future Land Use

	City of Chino - Sub Area 1	City of Chino - Sub Area 2	City of Ontario
Total Acres	1,810	5,435	8,206
EXISTING LAND USE			
Agricultural	50% (905 acres)	77.1% (4,190 acres)	89.3 (7,328 acres)
Open/Recreational	45% (815 acres)	16.5% (895 acres)	x
Industrial/Commercial	5% (90 acres)	0.8% (43 acres)	1% (87 acres)
Institutional/Public	x	5.6% (307 acres)	5.9% (488 acres)
Residential	x	x	2.8% (229 acres)
Vacant	x	x	1% (68 acres)
FUTURE LAND USE			
Agricultural	18% (326 acres)	6.3% (334 acres)	x
Open/Recreational	49% (885 acres)	48.6% (2,642 acres)	10.8% (888 acres)
Industrial/Commercial	33% (605 acres)	10.4% (569 acres)	10.2% (842 acres)
Institutional/Public	x	13.2% (712 acres)	9.4% (776 acres)
Residential	x	21.4% (1,168 acres)	63.4% (5,200 acres)
Educational	x	x	6.1% (500 acres)

Sources: Cities of Chino and Ontario.

The northern portion of the site, encompassing 605 acres (33 percent), is planned for industrial use. The central portion of the site, encompassing 320 acres (18 percent), is planned for agricultural use. The remaining 885 acres (49 percent) is planned for use as green space/open space.

City of Chino - Subarea 2

The City of Chino - Subarea 2 land use plan is depicted on **Exhibit 1F**. This land use plan encompasses approximately 5,435 acres to the south and east of Chino Airport. Currently, the primary land uses within Subarea 2 are agricultural and dairy-related uses.

Approximately 77 percent (4,190 acres) of this area is currently maintained for agricultural uses. There are over 30 operating dairies located in the area. Many of these dairies have a single-family residence associated with them. A large part of Subarea 2, approximately 16 percent (895 acres), is currently recreation and open spaces. This includes Prado Regional Park, Prado Recreation, Inc. (a facility used to train and board dogs), and Prado

Stables (equestrian center). Industrial and manufacturing uses comprise approximately one percent of Subarea 2. These include airport hangars, warehouses, and several small manufacturing businesses. Other uses include a café, equipment sales and storage yards, a mini-warehouse, and a truck yard. The remaining 307 acres (5.6 percent) of Subarea 2 is comprised of institutional/public facilities, including the California Institution for Women.

Future land use plans for Subarea 2 would significantly change the existing function, type, and character of the area's land use. The area will transition from an intensive dairy and agricultural area to an urbanized community with a mix of residential, recreational, and employment-generating uses. As previously mentioned, approximately 77 percent of Subarea 2 is currently agricultural use. Future land use plans would reduce agricultural use to seven percent.

According to the City of Chino, a total of 1,564 acres of Subarea 2 are subject to the Williamson Act contracts administered by the County of San Bernardino. The Williamson Act, passed in 1965, is designed to protect agricultural land from premature conversion to other land uses by allowing owners of qualified land to contract with the applicable jurisdiction to continue agricultural uses for a period of at least ten years. The contract is automatically renewed each year, unless a notice of non-renewal is filed. In return, the jurisdiction agrees to assess the property at its agricultural value rather than its market value. Currently, 1,564 acres in Subarea 2 are under the Williamson Act contracts. Between 1992 and February 2001, parcels totaling 416 acres in Subarea 2 filed notices of non-renewal.

City of Ontario

The City of Ontario's land use plan is depicted on **Exhibit 1G.** The City of Ontario plans to annex an 8,200-acre portion of the preserve located north of Chino Airport. Over 89 percent, or 7,330 acres, of the area to be annexed by the City of Ontario is currently used for agricultural purposes. Many of the agricultural properties are currently covered under the Williamson Act. San Bernardino County currently administers these contracts. However, following the City of Ontario's annexation, the City of Ontario would be responsible for administering the contracts. Institutional and public facilities represent the second largest existing land use category, encompassing 488 acres, or six percent of the land area. Approximately 230 acres (three percent) is devoted to residential land use. The remaining two percent of land consists of industrial/ commercial use.

The proposed land use plan for the City of Ontario will result in the conversion of existing dairy and agricultural uses to mainly residential use. Approximately 63 percent of proposed annexation (5,200 acres) is slotted for residential development. Eleven percent (888 acres) is planned for open/recreational uses. Ten percent of the area is planned

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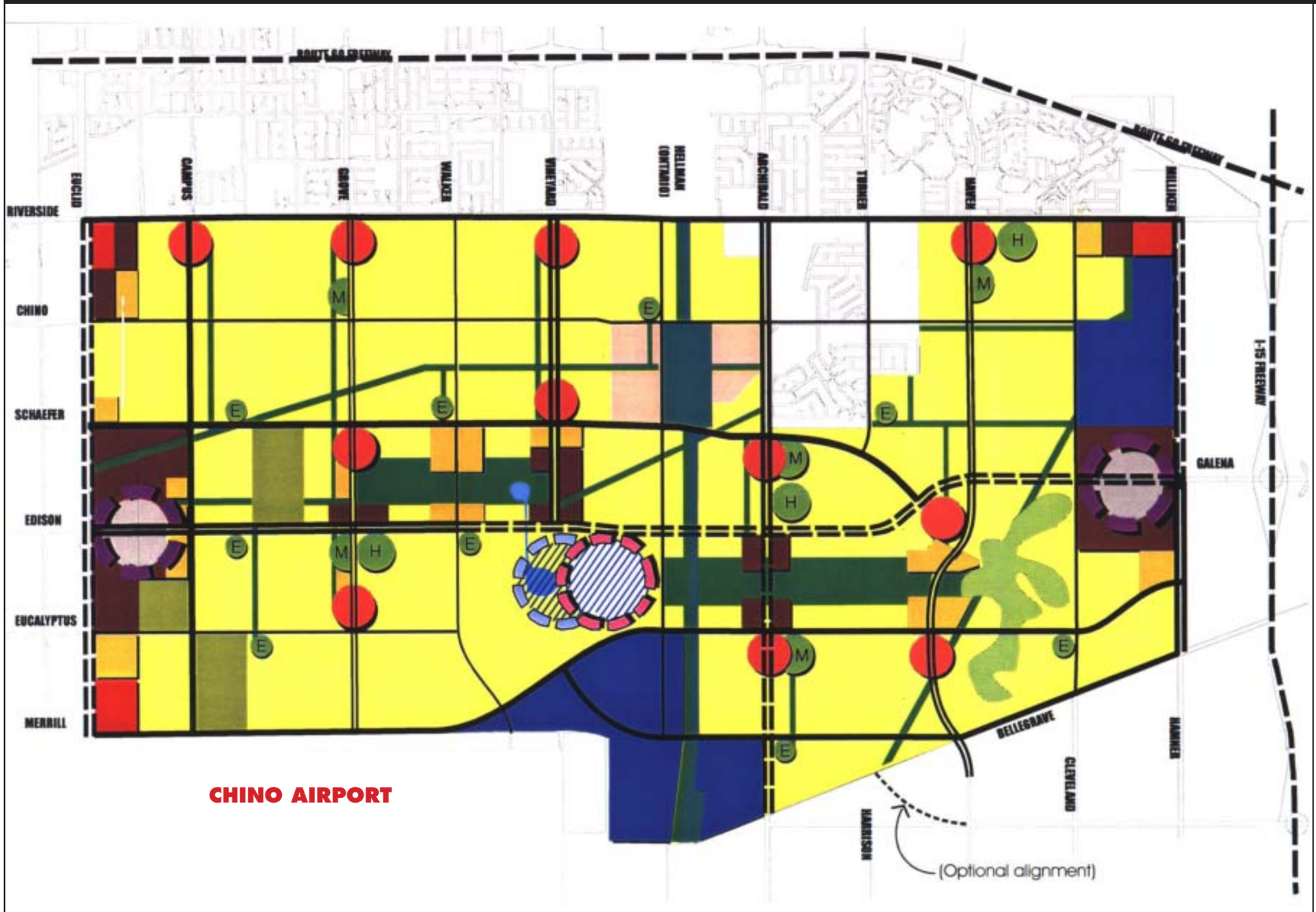
ONTARIO SPHERE OF INFLUENCE



Legend

- Town Center/College
- Major Center
- Neighborhood Center
- Community Commercial
- Industrial, Business Park
- Golf Course
- Lake
- Flood Control
- Waterfowl & Raptor Conservation Area
- Residential-Low Density (4.6 d.u./gross acre)
- Residential-Medium Density (12.0 d.u./gross acre)
- Residential-High density (18.0 d.u./gross acre)
- Elementary School, Park, Community Facilities
- Middle School, Park, Community Facilities
- High School, Park, Community Facilities
- Greenbelts, Park
- SoCALF Preserve
- Parkway 1A (8 lanes)
- Parkway 1 (6 lanes)
- Parkway 2 (4 lanes)
- Standard Arterial
- Collector

N

NOT TO SCALE

Source: City of Ontario New Model Colony General Plan Amendment, February 1998.

CHINO AIRPORT

Exhibit 1G
FUTURE GENERALIZED LAND USE
CITY OF ONTARIO SPHERE OF INFLUENCE

for industrial/commercial uses; another ten percent is planned for institutional/ public facilities; and the remaining six percent is planned for educational uses.

Riverside County

The Riverside County boundary is located approximately 2,500 feet east of Chino Airport. The Jurupa Area Plan and Eastvale Area Plan define the planned land uses in the northwestern portion of Riverside County near the San Bernardino County border.

The County of Riverside General Plan provides the following description of the Jurupa Area Plan. "The Jurupa Area Plan provides for substantial areas devoted to rural and equestrian uses, as allowed by the Very Low Density Residential designation. The land use plan also allows for traditional urban residential densities as reflected by the Low Density and Medium Density Residential designations. Complementing these residential land uses are several Commercial Retail corridors, two Community Centers, several scattered Open Space-Conservation and Recreation areas, large chunks of Open Space-Conservation Habitat land in the Santa Ana River corridor and the Jurupa Mountains, and an abundance of employment opportunities within the Light Industrial and Business Park designations along Interstate 15, State Route 60, and Van Buren Boulevard. Mining uses are also identified within the Jurupa Mountains."

The County of Riverside General Plan provides the following description of the Eastvale Area Plan. "The Eastvale Area Plan Land Use Plan consists primarily of Community Development land uses, with Low Density Residential being the predominant land use designation. Commercial Retail, Commercial Office, Business Park, Light Industrial, and residential uses ranging from Very Low Density Residential to Medium High Density Residential, are depicted on the Plan. It allows for up to five Community Centers, providing activity centers with a mix of employment, civic and residential uses. The Jurupa Area Plan and Eastvale Area Plan are shown on **Exhibit 1H**.

Riverside County is completing a Comprehensive Land Use Plan (CLUP) for Chino Airport. The comprehensive land use plan seeks to protect aircraft operational areas from obstructions and adjacent land uses from aircraft noise and accident potential through controlling land uses and zoning inside defined safety areas adjacent to the airport.

CLIMATE

Local climatic conditions in the Chino area, as with most of southern California, is characterized by warm summers, mild winters, and infrequent rainfall. **Table 1J** summarizes typical temperature and precipitation data for the region. Temperatures in the region average 65 degrees Fahrenheit (F) annually, with summer afternoons in the low 90s and winter mornings in the low 40s. Temperatures above 100 or below 30 degrees Fahrenheit occur infrequently and only under unusual

weather conditions. Precipitation is highly variable by seasons. Rainfall averages 16 inches annually and falls almost exclusively from late October to early April. Summers are almost completely dry with frequent periods of four to five months with no rain at all.

TABLE 1J
Temperature and Precipitation Data

	Temperature (Fahrenheit)		
	Means		
	Maximum	Minimum	Precipitation (inches)
January	66.1	39.3	3.25
February	68.0	41.6	3.50
March	70.4	43.6	2.79
April	75.9	47.2	1.30
May	81.0	51.5	0.40
June	88.5	55.4	0.09
July	96.6	60.3	0.04
August	96.5	60.9	0.17
September	92.4	57.6	0.34
October	83.4	51.1	0.67
November	74.3	43.4	1.41
December	67.7	39.4	2.50
Annual	80.1	49.3	16.47

Source: Western Regional Climate Center, time period: 1927-2000

POPULATION

Population is an important demographic element to consider when planning for future needs of the airport. Historical population data for the City of Chino, City of Ontario, San Bernardino County, Orange County, and Riverside County is presented in **Table 1K**. As shown in the table, the City of Chino has grown at an average annual rate of 1.4 percent since 1990, growing from 59,682 in 1990 to 67,160 in 2000. The City of Ontario has grown at a faster rate, averaging 1.3 percent annually since 1990, adding more than 18,300 residents. San Bernardino County has grown at an average annual rate of 1.8 percent

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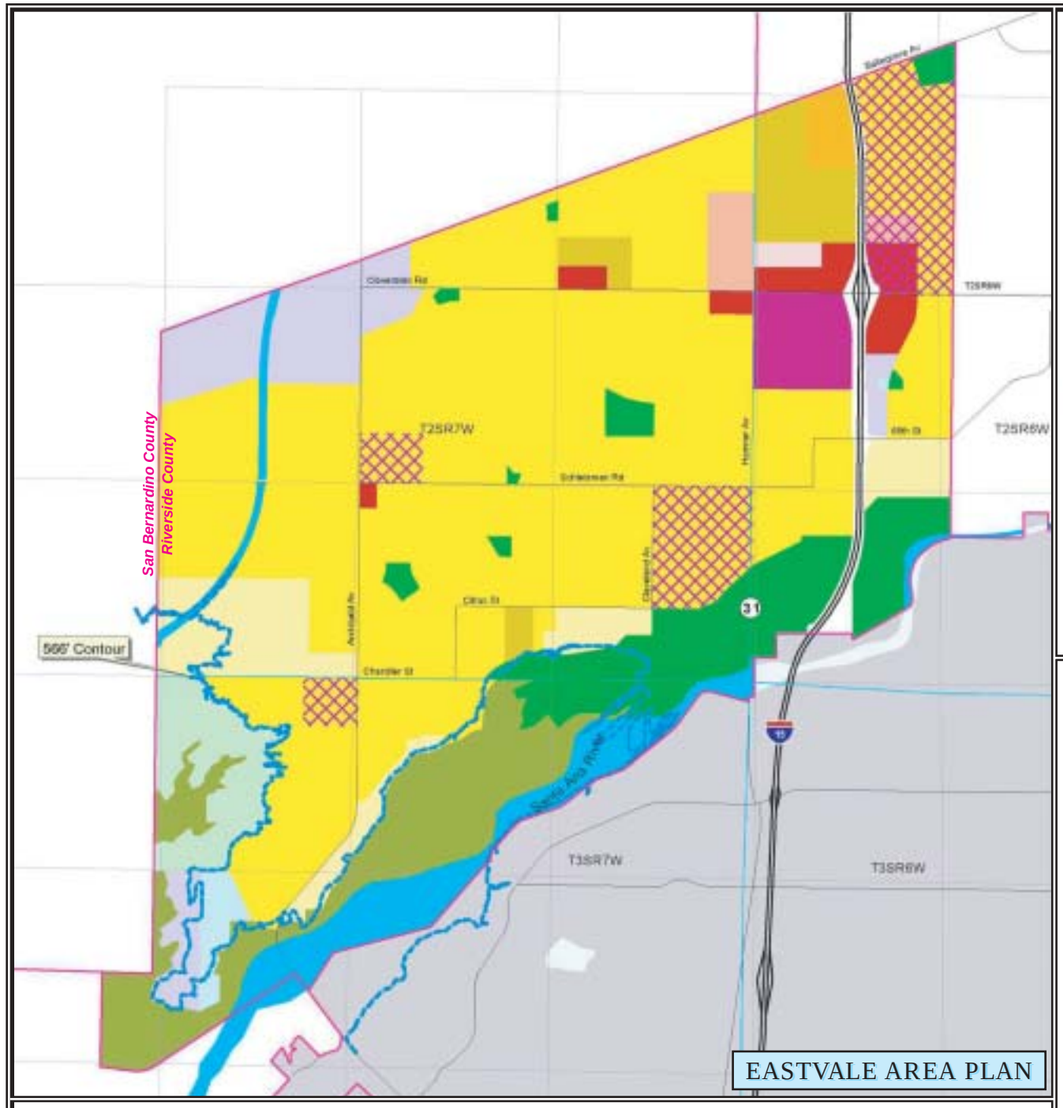
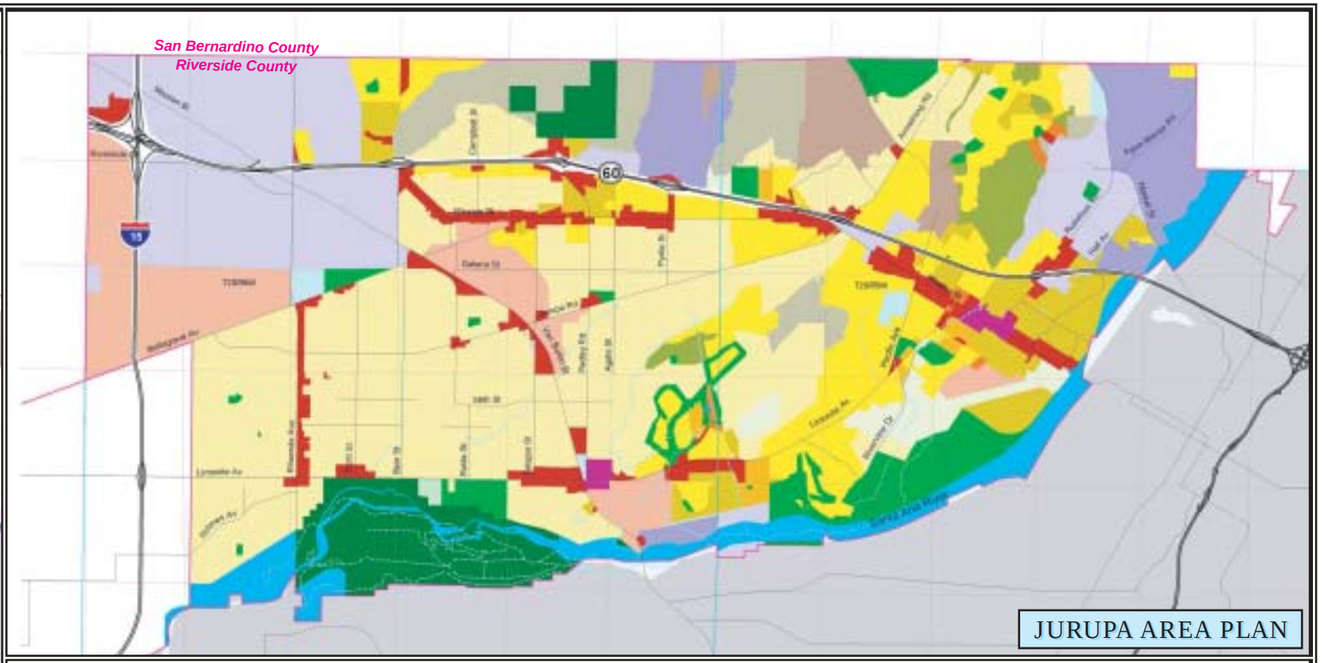


EASTVALE AREA PLAN



JURUPA AREA PLAN

LEGEND

Community Development
- Very Low Density Residential (0.4 - 2 du/ac)
- Low Density Residential (2 - 5 du/ac)
- Medium Density Residential (5 - 8 du/ac)
- Medium High Density Residential (8 - 14 du/ac)
- High Density Residential (14 - 20 du/ac)
- Very High Density Residential (20+ du/ac)
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities

Rural
- Rural Residential (<0.3 du/ac)
- Rural Mountainous (<0.1 du/ac)
- Rural Desert (<0.1 du/ac)

Open Space
- Conservation
- Conservation - Habitat
- Open Space - Recreation
- Open Space - Rural
- Open Space - Water
- Open Space - Mineral Resources

Agriculture
- Agriculture

- Community Center Overlay
- Water Course Overlay
- Cities
- Indian Lands
- Area Plan Boundaries

CHINO AIRPORT

Exhibit 1H
RIVERSIDE COUNTY LAND USE PLANS

between 1990 and 2000, while Orange County grew an average annual rate of 1.6 percent. San Bernardino County added nearly 271,000 residents, while Orange County added over 417,000 residents. Riverside County grew the fastest at 2.7 percent annually between 1990 and 2000.

TABLE 1K
Historical Population

Year	City of Chino	City of Ontario	San Bernardino County	Orange County	Riverside County
1990	59,682	133,179	1,418,380	2,410,668	1,199,176
1991	60,575	136,000	1,464,700	2,443,500	1,249,400
1992	60,419	137,900	1,508,700	2,488,500	1,302,700
1993	61,713	139,300	1,539,600	2,533,100	1,338,400
1994	62,850	141,000	1,559,100	2,569,000	1,365,000
1995	62,685	141,600	1,572,700	2,597,200	1,388,900
1996	63,378	142,200	1,587,200	2,632,300	1,414,300
1997	63,275	143,100	1,605,000	2,677,500	1,443,000
1998	64,878	145,500	1,631,500	2,734,500	1,474,300
1999	65,678	147,400	1,660,200	2,788,800	1,513,800
2000	67,168	151,500	1,689,300	2,828,400	1,557,800
Avg. Ann. Growth 1990-2000	1.4%	1.3%	1.8%	1.6%	2.7%

Source: SCAG.